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Airport Information For UTSS

Terminal Charts For UTSS

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Samarkand Uzb
IATA Code: SKD
Lat/Long: N39° 42.0' E066° 59.0'
Elevation: 2225 ft

Airport Use: Public
Magnetic Variation: 4.7°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0048 Z
Sunset: 1414 Z,

Runway Information

Runway: 09
Length x Width: 10187 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 2179 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 10187 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 2222 ft
Lighting: Edge, ALS
Displaced Threshold: 787 ft

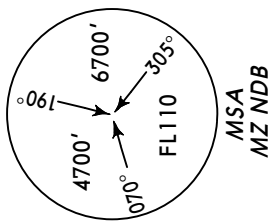
Communication Information

ATIS 127.8 Non-English
Samarkand Tower 121.8 Secondary VHF-DF
Samarkand Tower 118.7 VHF-DF
Samarkand Approach Control 123.7 Secondary
Samarkand Approach Control 120.8
Transit Operations 131.7

Alt Set: MM (hPa on req) QNH on request (QFE)
Trans level: FL70 Trans alt: 4200' (1975')
Mountainous terrain.

ATIS
127.8 (Russian only)

Apt Elev
2225'



DS 1A
DY 1B, PD 1B
RWYS 09, 27 ARRIVALS

SPEEDS MAX 250 KT BELOW FL100

BULGUR
405 PD
N39 45.1 E067 16.5

At or above
FL90

URGUT
635 DS
N39 25.7 E067 14.6

Via airway B-106 at or above FL180	Via airways A-66, G-555, J-10 at or above FL170	Via airways A-230, G-500 at or above FL120
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① 273° brg to MZ between 4.9 NM
and 1.6 NM from ARP do not fly
south below 3870' (1645').

NAGORNAYA
598 DY
N39 44.6 E066 24.3

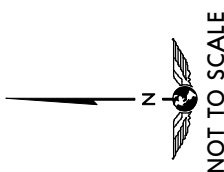
At or above
FL70

Via airway
A-116
at or above
FL100

(IAF)
SAMARKAND
355 MZ
N39 42.3 E066 55.2

DS 1A	At FL100	Without radar control at or above FL120
DY 1B	At FL70	Without radar control at or above FL80
PD 1B	At FL70	Without radar control at or above FL90

ALT/HEIGHT CONVERSION
QNH (QFE)
4200' (1975' - 600m)
3870' (1645' - 500m)

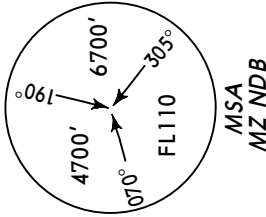


ATIS
127.8 (Russian only)

Apt Elev
2225'

Alt Set: MM (hPa on req)
Trans level: FL70
Mountainous terrain.

QNH on request (QFE)
Trans alt: 4200' (1975')

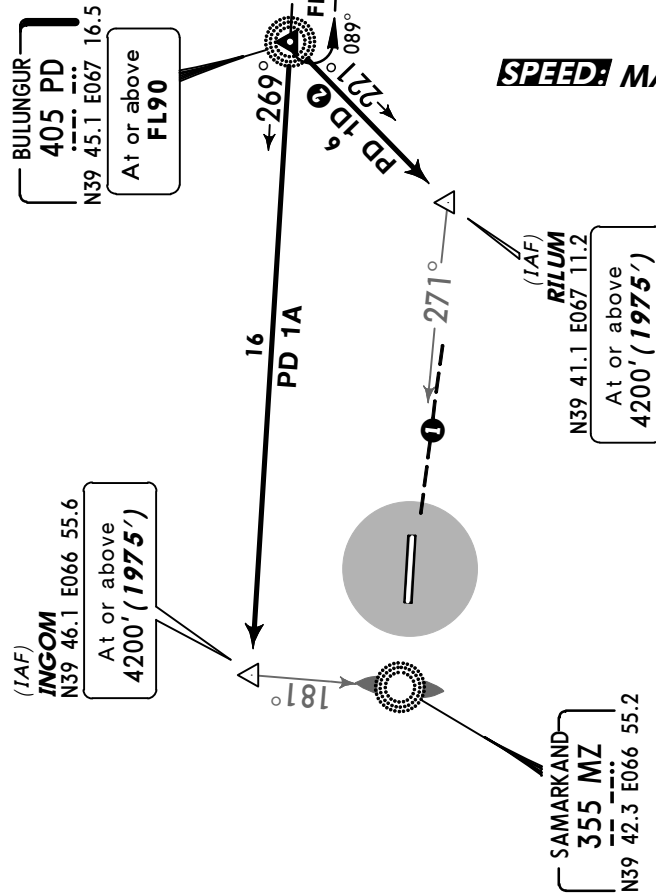


DY 1A, PD 1A
RWY 09 ARRIVALS

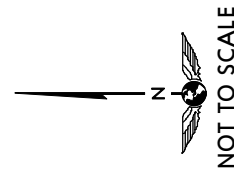
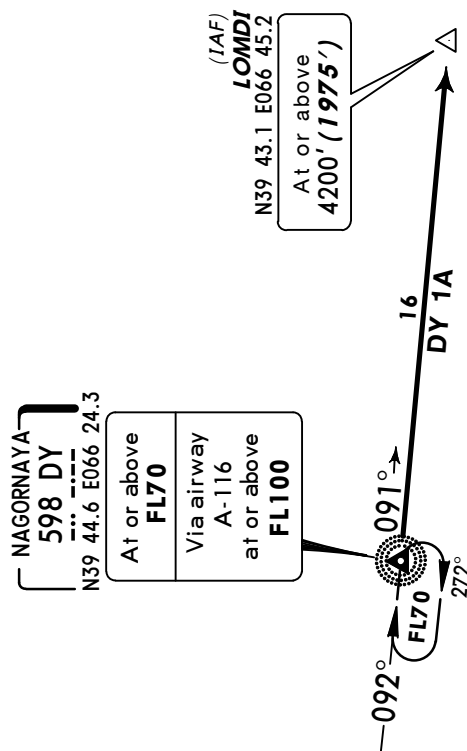
PD 1D
RWY 27 ARRIVAL

CAT A & B

SPEED: MAX 250 KT BELOW FL100



- 273° brg to MZ between 4.9 NM and 1.6 NM from ARP do not fly south below 3870' (1645').
- PD 1D: 10% descent gradient is required. If unable to comply expect STAR PD 1B.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4200'	(1975' - 600m)
3870'	(1645' - 500m)

Apt Elev
2225'

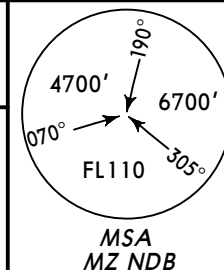
QNH on request (QFE)

Trans level: FL70

Trans alt: 4200'

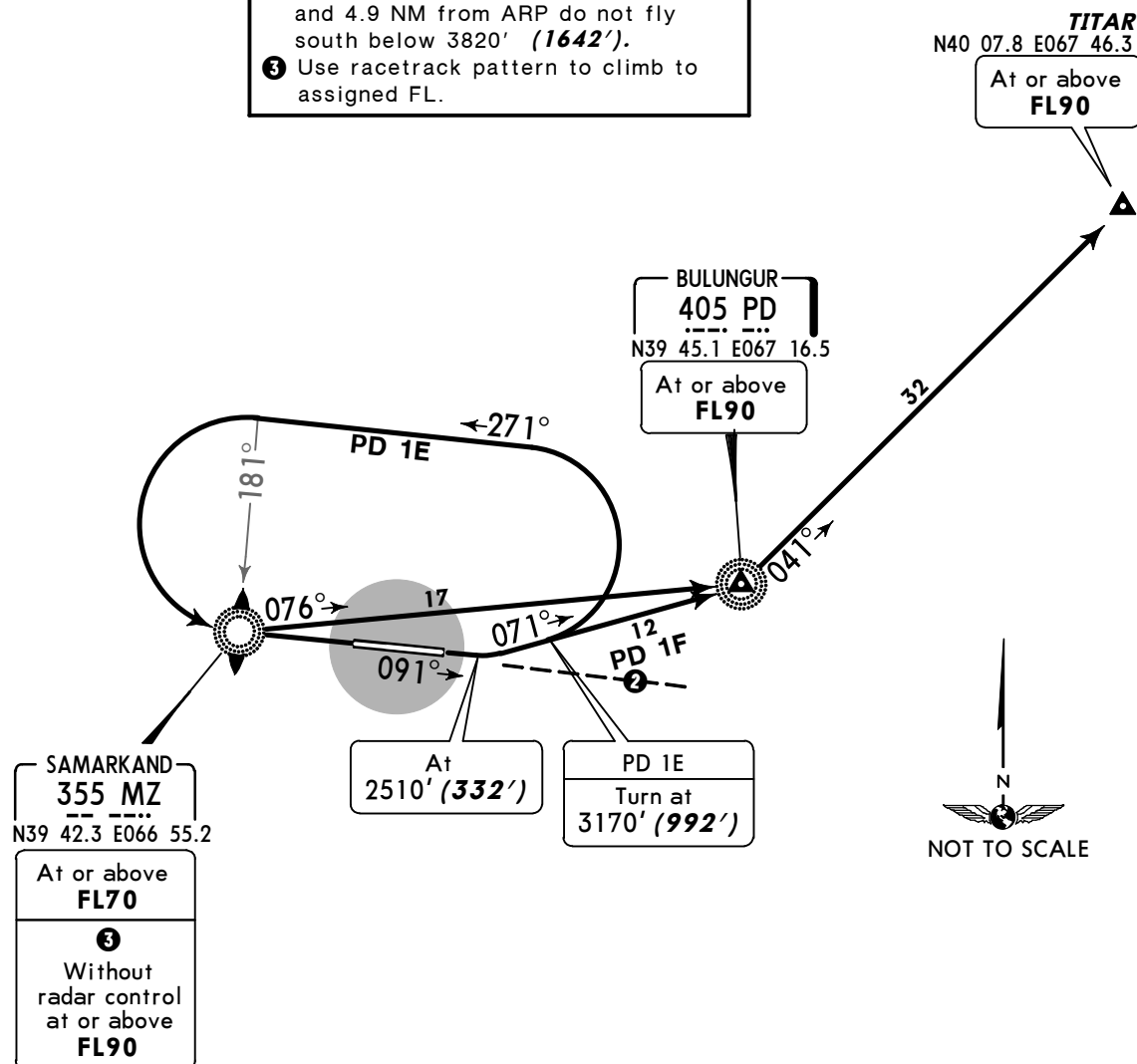
(2022')

Mountainous terrain.



BULUNGUR ONE ECHO (PD 1E)
BULUNGUR ONE FOXTROT (PD 1F) ①
RWY 09 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

- ① Only available with radar control.
- ② 093° brg from MZ between 1.6 NM and 4.9 NM from ARP do not fly south below 3820' (1642').
- ③ Use racetrack pattern to climb to assigned FL.

**PD 1F**

This SID requires a minimum climb gradient of 504' per NM (8.3%).

Gnd speed-KT	75	100	150	200	250	300
504' per NM	630	841	1261	1681	2101	2522

If unable to comply expect SID PD 1E.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2510'	(332' - 100m)
3170'	(992' - 300m)
3820'	(1642' - 500m)
4200'	(2022' - 600m)

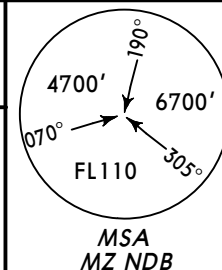
INITIAL CLIMB

Climb on 091° track to 2510' (332'), turn LEFT.

SID	ROUTING
PD 1E	071° track, at 3170' (992') turn LEFT, 271° track, climbing to assigned FL, when passing 181° bearing to MZ turn LEFT to MZ, turn LEFT, 076° bearing to PD.
PD 1F	Intercept 071° bearing to PD, climbing to assigned FL.

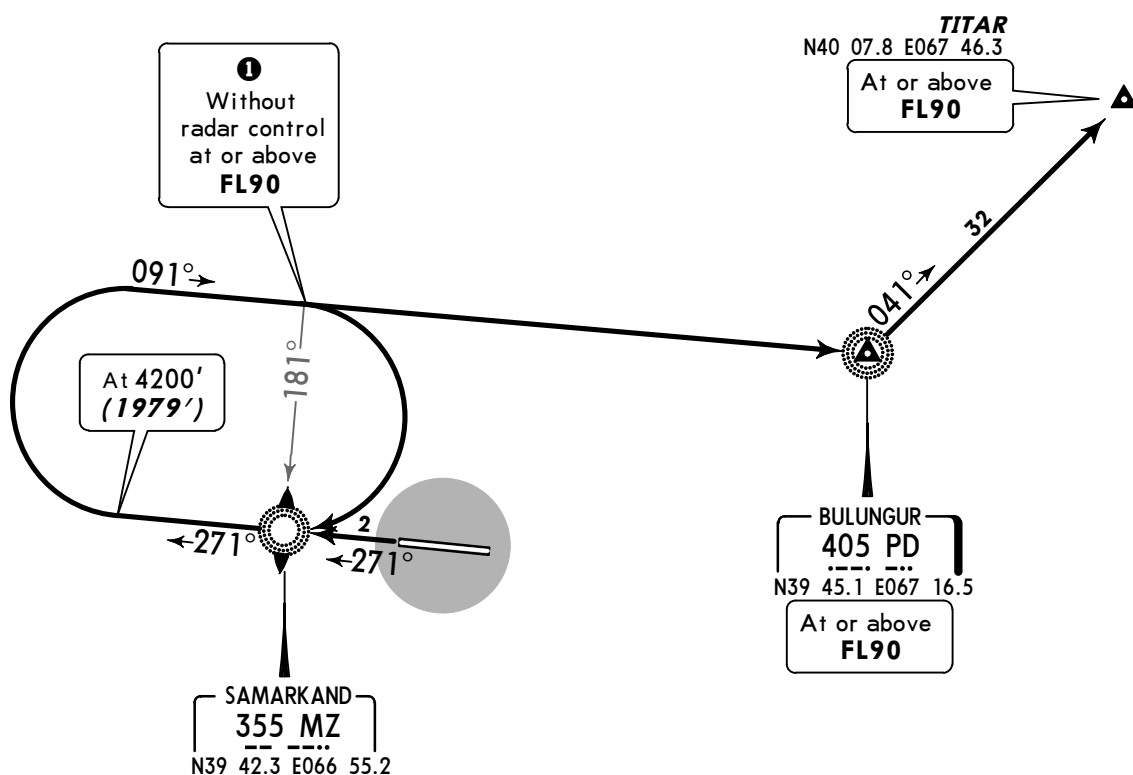
Apt Elev
2225'

QNH on request (QFE)
Trans level: FL70 Trans alt: 4200' (1979')
Mountainous terrain.



BULUNGUR ONE GOLF (PD 1G)
RWY 27 DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100

① Use racetrack pattern to climb to assigned FL.



ALT/HEIGHT CONVERSION
QNH (QFE)
4200' (1979' - 600m)

INITIAL CLIMB/ROUTING

Climb on 271° track to 4200' (1979'), turn RIGHT, intercept 091° bearing to PD, climbing to assigned FL.

Apt Elev
2225'

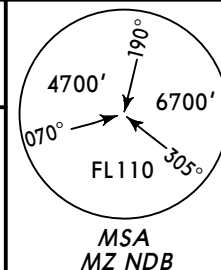
QNH on request (QFE)

Trans level: FL70

Trans alt: 4200'

(2022')

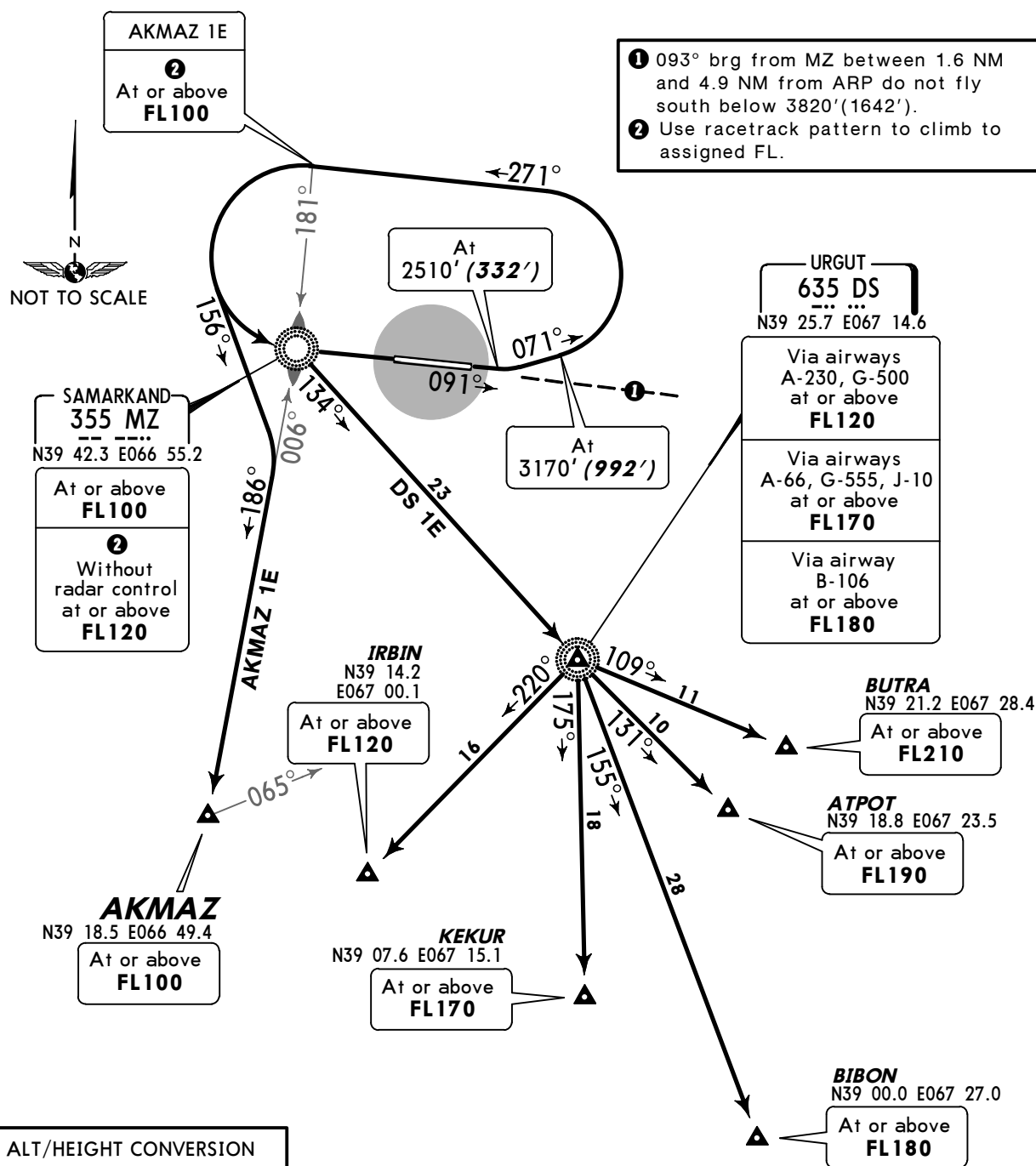
Mountainous terrain.



AKMAZ ONE ECHO (AKMAZ 1E) [AKMA1E]

URGUT ONE ECHO (DS 1E)

RWY 09 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100

ALT/HEIGHT CONVERSION

QNH

(QFE)

2510' (332' - 100m)

3170' (992' - 300m)

3820' (1642' - 500m)

4200' (2022' - 600m)

INITIAL CLIMB

Climb on 091° track to 2510'(332'), turn LEFT, 071° track, at 3170'(992') turn LEFT, 271° track, climbing to assigned FL.

SID

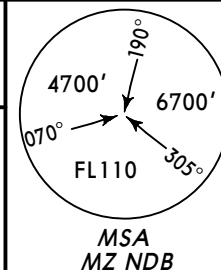
ROUTING

AKMAZ 1E

When passing 181° bearing to MZ turn LEFT, 156° track, turn RIGHT, intercept 186° bearing from MZ to AKMAZ.

DS 1E

When passing 181° bearing to MZ turn LEFT to MZ, turn RIGHT, 134° bearing to DS.

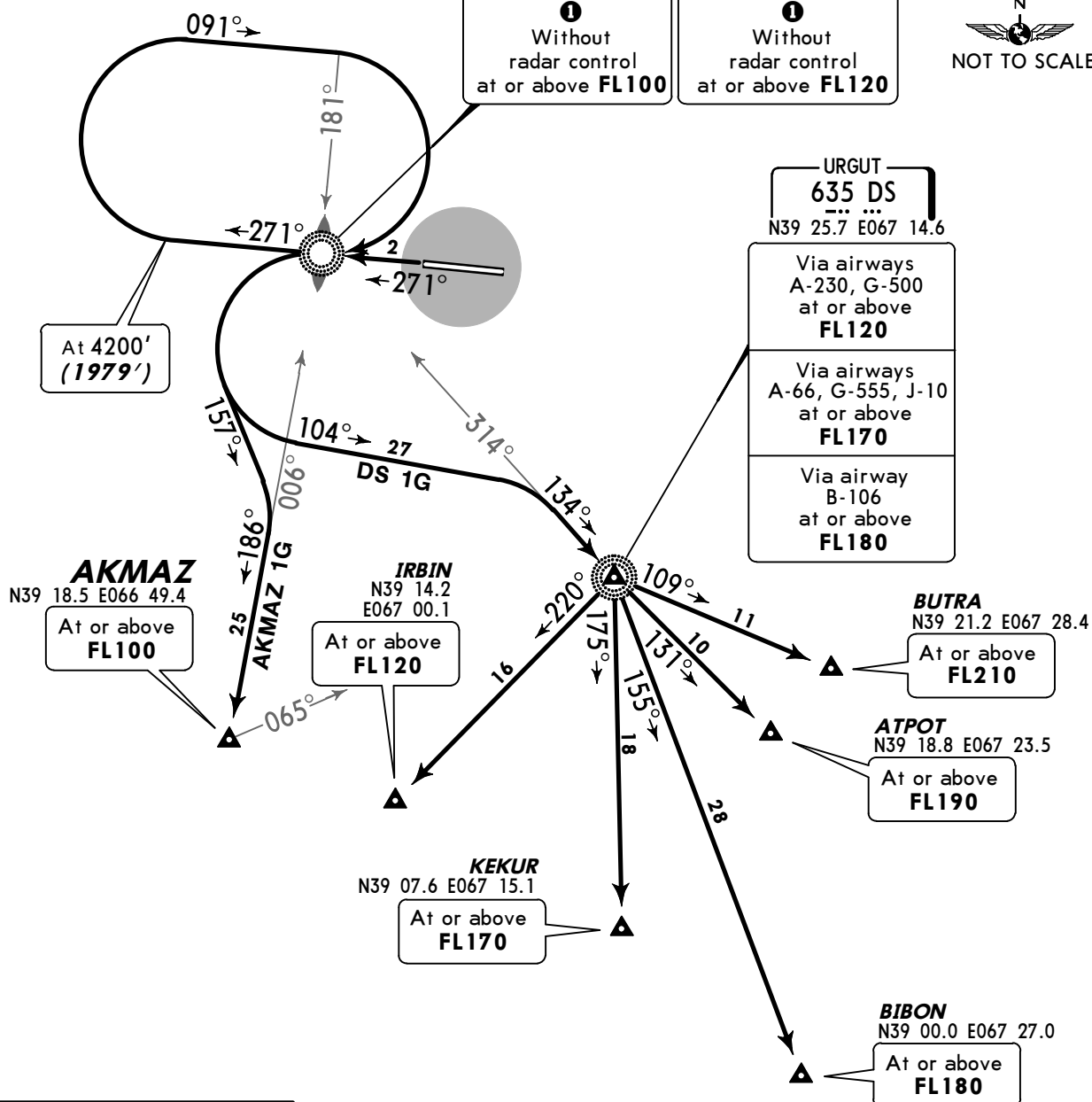
Apt Elev
2225'QNH on request (QFE)
Trans level: FL70 Trans alt: 4200' (1979')
Mountainous terrain.

AKMAZ ONE GOLF (AKMAZ 1G) [AKMA1G]
URGUT ONE GOLF (DS 1G)
RWY 27 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

① Use racetrack pattern
to climb to assigned FL.

SAMARKAND
355 MZ
N39 42.3 E066 55.2

AKMAZ 1G	DS 1G
At or above FL90	At or above FL100
① Without radar control at or above FL100	① Without radar control at or above FL120



ALT/HEIGHT CONVERSION
QNH (QFE)
4200' (1979' - 600m)

INITIAL CLIMB

Climb on 271° track to 4200'(1979'), turn RIGHT, 091° track, climbing to assigned FL, when passing 181° bearing to MZ turn RIGHT to MZ, turn LEFT.

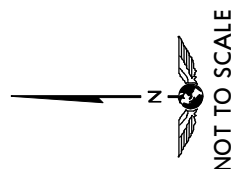
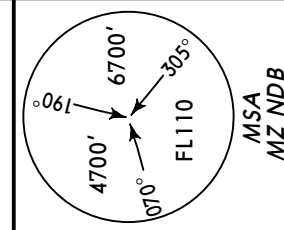
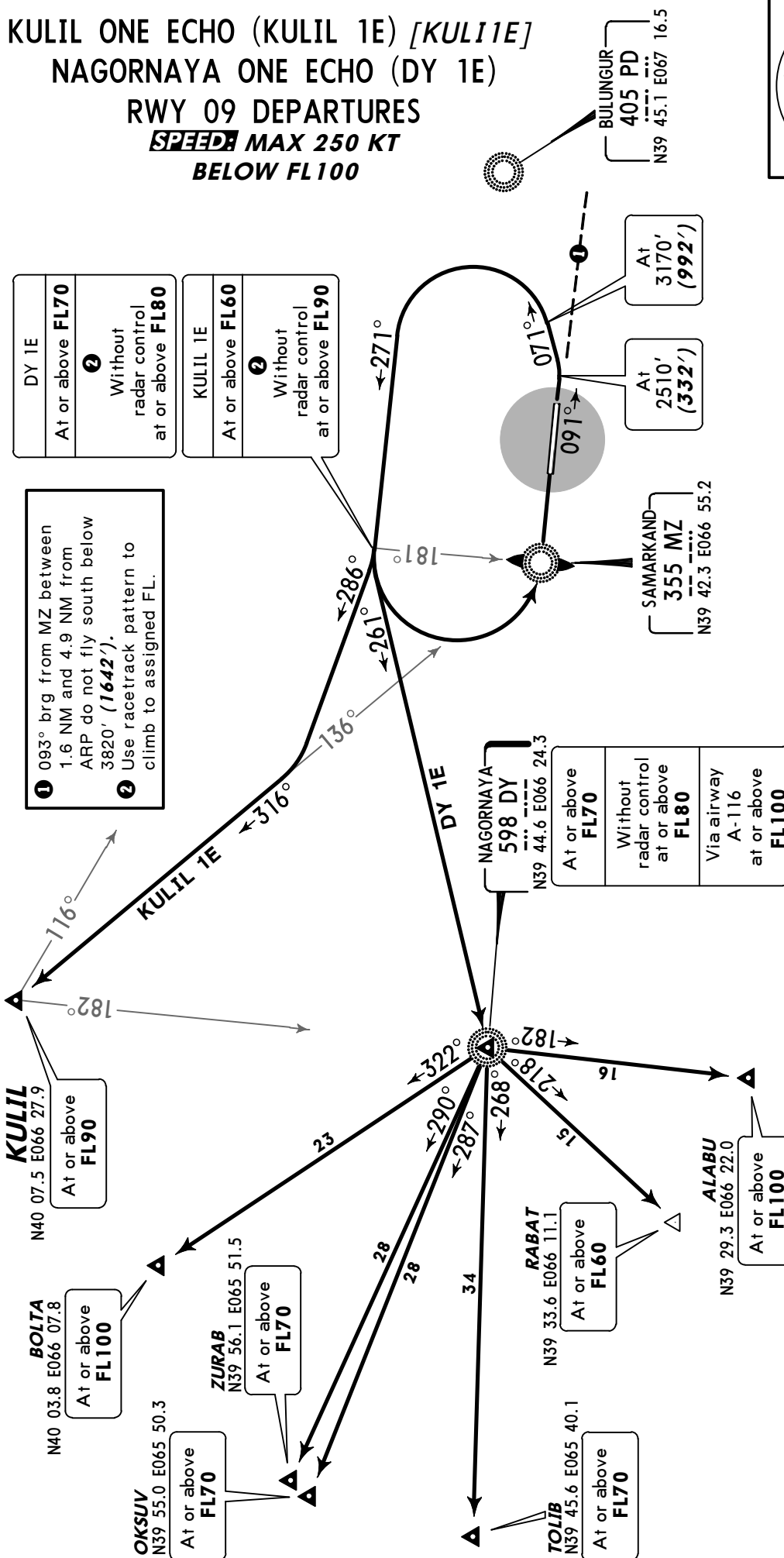
SID	ROUTING
AKMAZ 1G	157° track, turn RIGHT, intercept 186° bearing from MZ to AKMAZ.
DS 1G	104° track, turn RIGHT, intercept 134° bearing from MZ to DS.

Apt Elev
2225'QNH on request (QFE)
Mountainous terrain.

Trans level: FL70

Trans alt: 4200' (2022')

KULIL ONE ECHO (KULIL 1E) [KUL11E] NAGORNAYA ONE ECHO (DY 1E) RWY 09 DEPARTURES ~~SPEED~~ MAX 250 KT BELOW FL100



INITIAL CLIMB

Climb on 091° track to 2510' (332'), turn LEFT, 071° track, at 3170' (992') turn LEFT.

ROUTING

SID	ROUTING
DY 1E	271° track, climbing to assigned FL, when passing 181° bearing to MZ turn LEFT, intercept 261° bearing to DY.
KULIL 1E	271° track, climbing to assigned FL, when passing 181° bearing to MZ turn RIGHT, 286° track, turn RIGHT, intercept 316° bearing from MZ to KULIL.

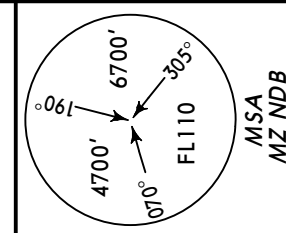
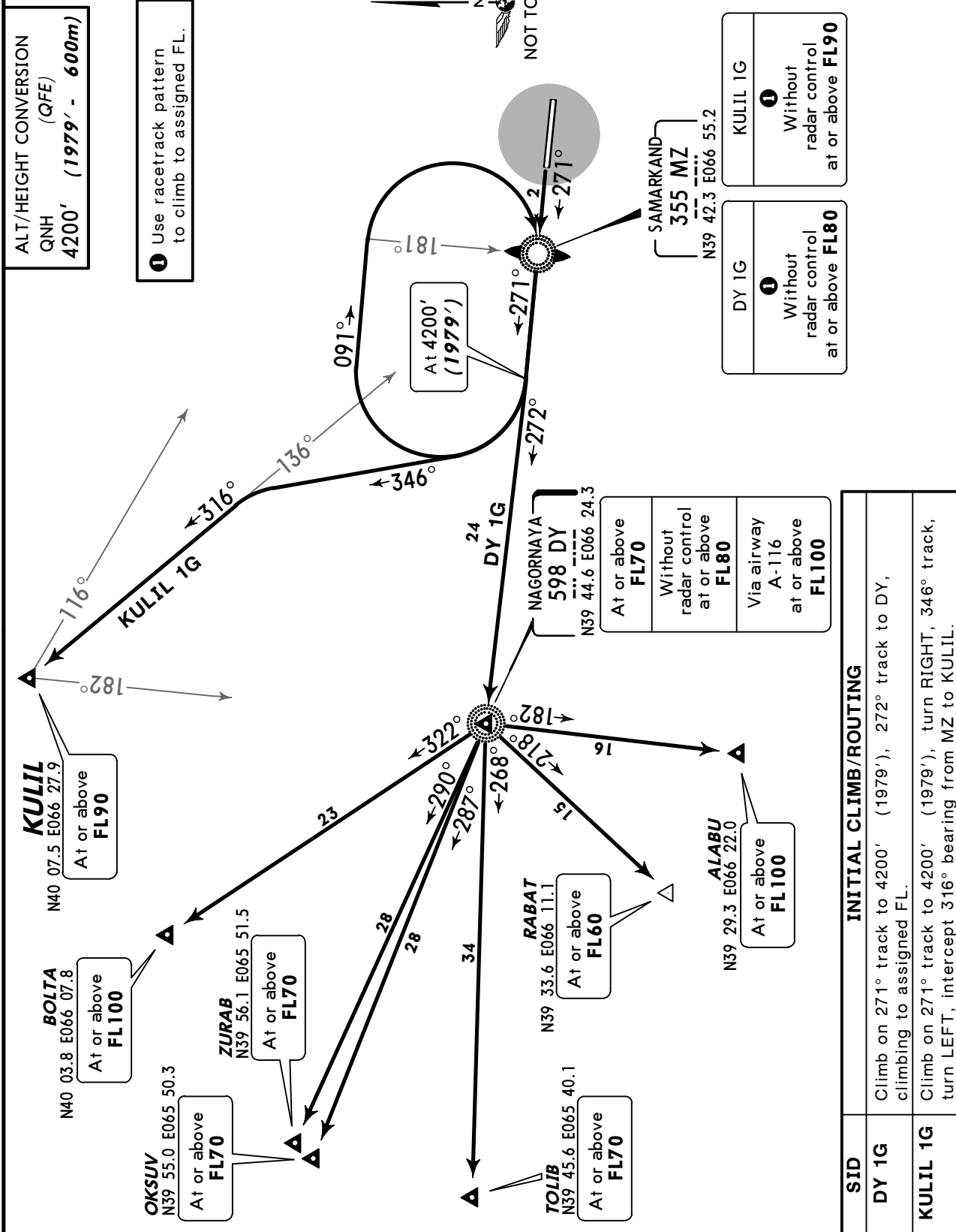
ALT/HEIGHT CONVERSION (QFE)

QNH	2510'	3170'	3820'	4200'
(QFE)	(332' - 100m)	(992' - 300m)	(1642' - 500m)	(2022' - 600m)

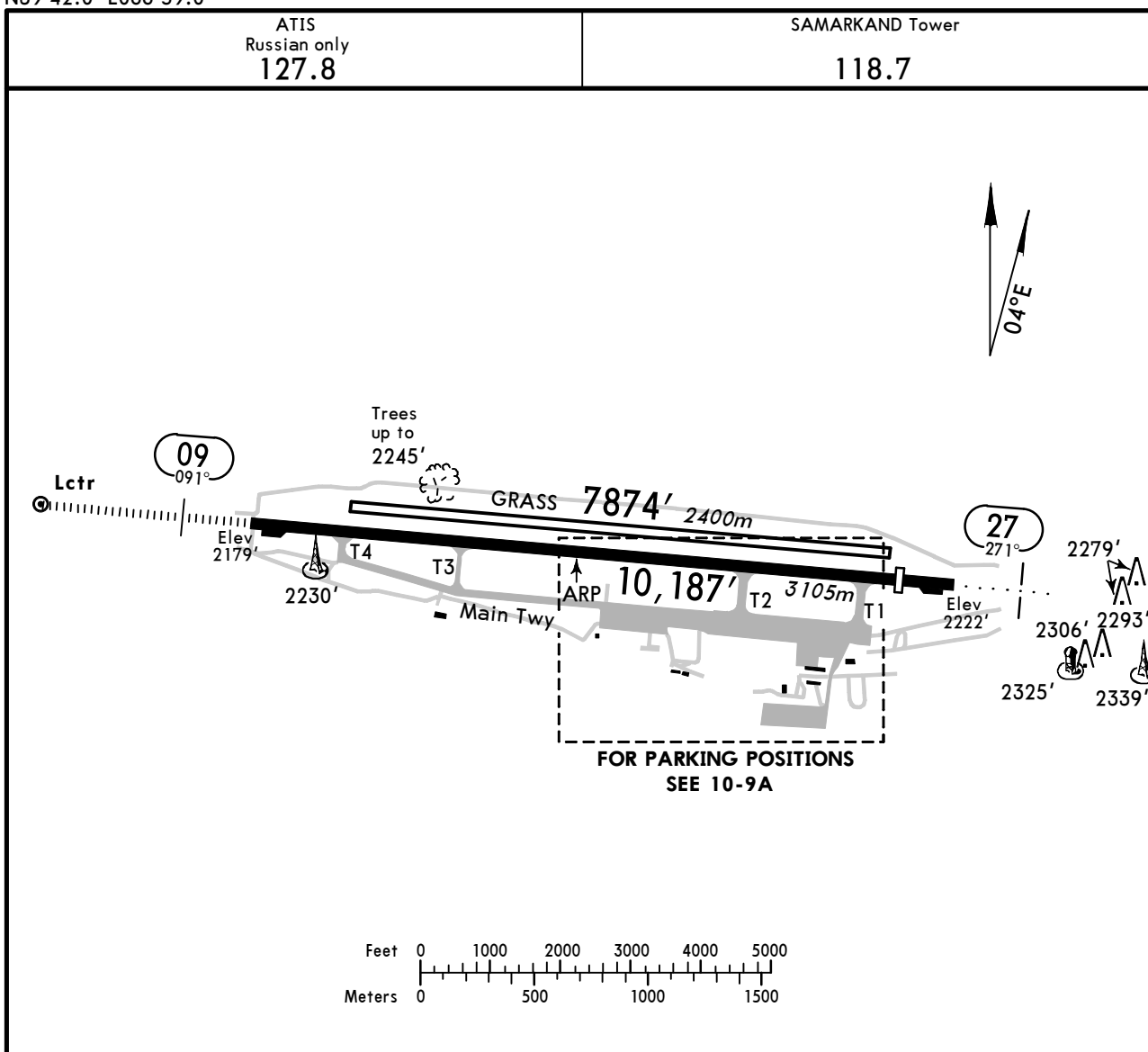
Apt Elev
2225'QNH on request (QFE)
Mountainous terrain.

Trans level: FL70

Trans alt: 4200' (1979')

KULIL ONE GOLF (KULIL 1G) [KULIL1G]
NAGORNAYA ONE GOLF (DY 1G)
RWY 27 DEPARTURES**~~SPEED~~ MAX 250 KT BELOW FL100**ALT/HEIGHT CONVERSION
QNH
4200' (1979' - 600m)① Use racetrack pattern
to climb to assigned FL.

UTSS/SKD
Apt Elev **2225'**
N39 42.0 E066 59.0



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
	HIRL	HIALS	PAPI-L	RVR	Threshold	Glide Slope		
09	HIRL (60m)	HIALS	PAPI-L	RVR		7874' 2400m	1	161'
27	HIRL (60m)	MIALS	PAPI-L	RVR	9400' 2865m	8489' 2587m		49m
09	Grass runway							197'
27								60m

1 TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 10,187' (3105m)
 twy T4 int 9023' (2750m)
 twy T3 int 7218' (2200m)

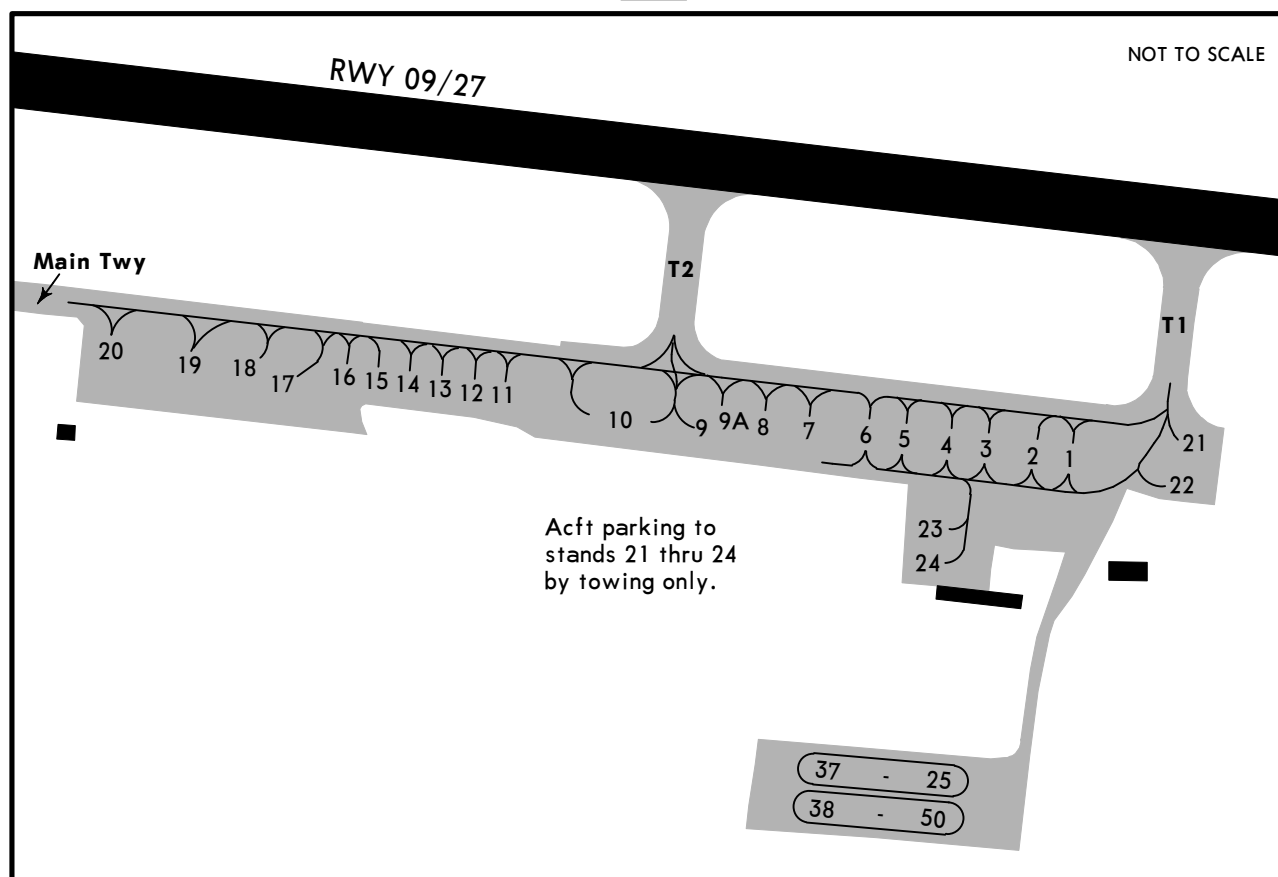
RWY 27:

From rwy head 10,187' (3105m)
 twy T1 int 9023' (2750m)
 twy T2 int 7218' (2200m)

TAKE-OFF

	AIR CARRIER (JAA)			
	Main rwy 09	Main rwy 27		
	RCLM (DAY only) or RL	LVP must be in force		RCLM (DAY only) or RL
		DAY RCLM or RL	NIGHT RL	
A	ceil 220m - 1700m	300m	300m	400m
B				
C	ceil 240m - 1800m		400m	
D				

CHANGES: Take-off minimums rwy 09.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N39 41.8 E066 59.8	10	N39 41.8 E066 59.5
2 thru 4	N39 41.8 E066 59.7	11 thru 14	N39 41.9 E066 59.3
5 thru 7	N39 41.8 E066 59.6	15 thru 17	N39 41.9 E066 59.2
8, 9	N39 41.8 E066 59.5	18, 19	N39 41.9 E066 59.1
9A	N39 41.8 E066 59.6	20	N39 41.9 E066 59.0

STRAIGHT-IN RWY		A	B	C	D
09	ILS	2379'(200') 800m	2379'(200') 800m	2393'(214') 800m	2393'(214') 800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED			
	2 NDB ❶	2560'(381') 1700m	2560'(381') 1700m	2560'(381') 1800m	2560'(381') 1800m
	NDB ❶	2840'(661')❷ 2500m	2840'(661')❷ 2500m	3170'(991') 5000m	3170'(991') 5000m
	ALS out	3100m	3100m	5000m	5000m
27	ILS	3042'(820') 3500m	3042'(820') 3500m	3042'(820') 3500m	3042'(820') 3500m
	LOC	NOT AUTHORIZED			
	NDB ❶❸	3110'(888') ceil 700m - 5000m	3110'(888') ceil 700m - 5000m	NOT APPLICABLE	

❶ Continuous Descent Final Approach

❷ W/o Radar: DA(H) 3000'(821'), 3100m, ALS out 3800m.

❸ DAYTIME only.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 09

	RCLM (DAY only) or RL	NIL (DAY only)
A	ceil 220m - 1700m	
B		
C	ceil 240m - 1800m	
D		

TAKE-OFF RWY 27

LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)	
	DAY RCLM or RL			NIGHT RL
A	300m	300m	400m	500m
B				
C				
D		400m		

STRAIGHT-IN RWY		A	B	C	D
09	ILS	2379' (200')	2379' (200')	2393' (214')	2393' (214')
		800m	800m	800m	800m
	ALS out	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	2 NDB	2560' (381')	2560' (381')	2560' (381')	2560' (381')
	ALS out	1700m	1700m	1700m	1700m
27		1700m	1700m	1800m	2000m
	NDB	2840' (661')	2840' (661')	3170' (991')	3170' (991')
		2500m ①	2500m ①	5000m	5000m
	ILS	3042' (820')	3042' (820')	3042' (820')	3042' (820')
		3500m	3500m	3500m	3500m
	LOC	NOT AUTHORIZED			
	NDB ②	3110' (888')	3110' (888')	NOT APPLICABLE	
		ceil 700m - 5000m	ceil 700m - 5000m		

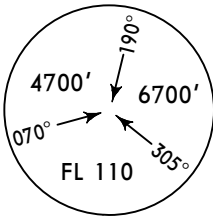
① W/o Radar: 3000' (821'), 3000m.

② DAYTIME only.

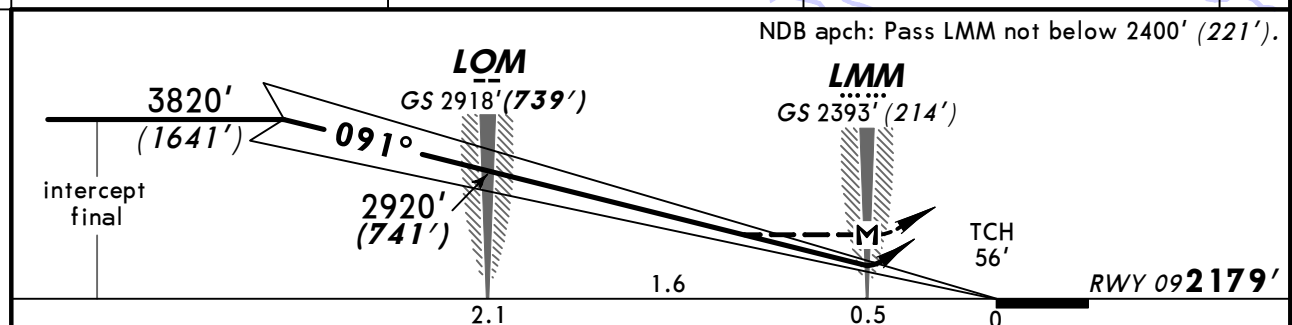
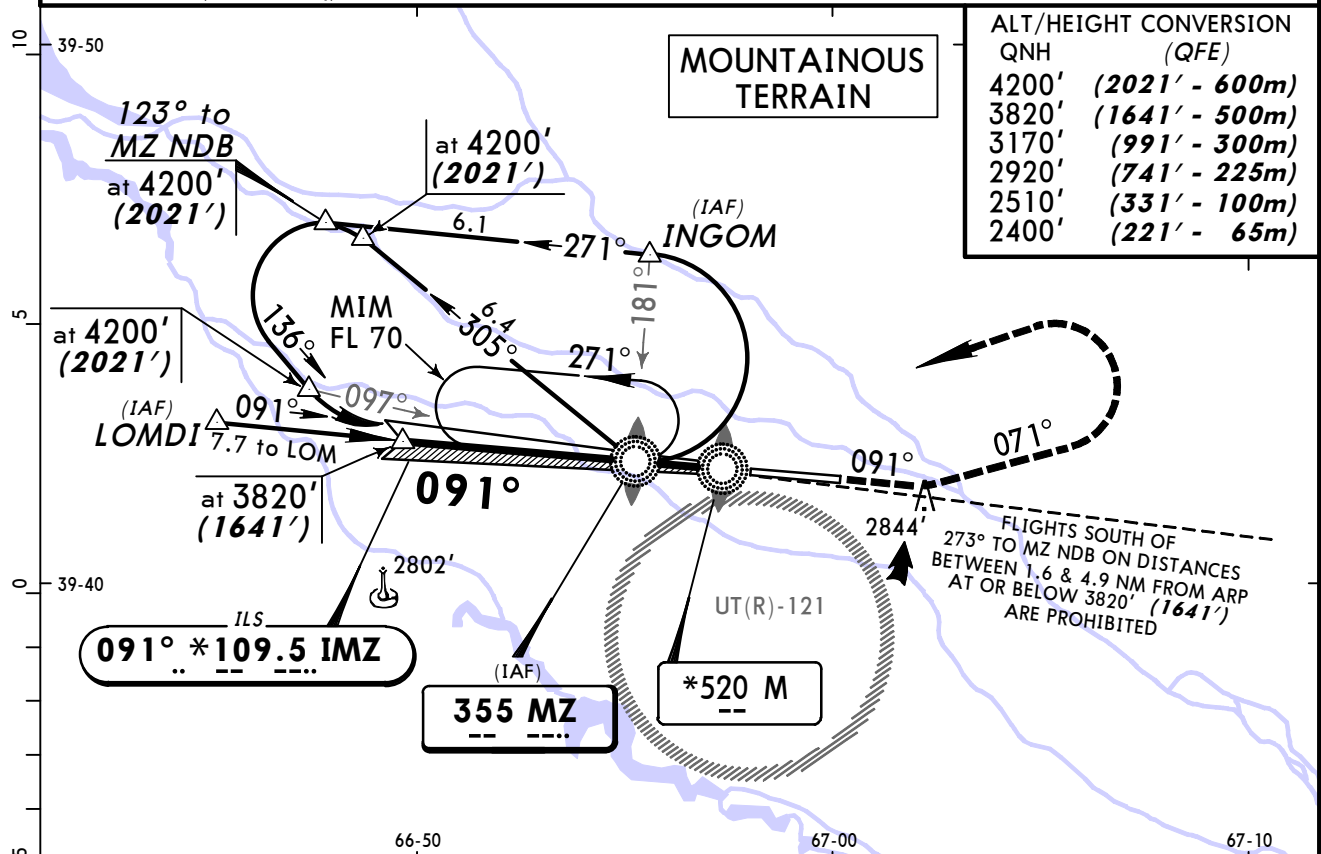
CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 09, 27

Rwy 09		Rwy 27			
RCLM (DAY only) or RL	NIL (DAY only)	LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
		DAY RCLM or RL	NIGHT RL		
A	ceil 220m - 1700m	300m	300m	400m	500m
B			400m		
C	ceil 240m - 1800m	300m	400m	400m	500m
D			400m		

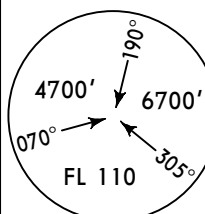
ATIS 127.8 Russian only		SAMARKAND Approach 120.8		SAMARKAND Tower 118.7	
LOC IMZ *109.5	Final Apch Crs 091°	GS LOM 2918'(739')	ILS DA(H) 2393'(214')	Apt Elev 2225' RWY 2179'	
NDB MZ 355		Minimum Alt LOM 2920'(741')	2 NDB MDA(H) 2560'(381')		
MISSED APCH: Climb on 091° to 2510' (331'), then turn LEFT onto 071° climbing to 3170' (991'), then turn LEFT to MZ NDB climbing to 4200' (2021'), then according to chart, or as directed.					
 MSA MZ NDB					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 4200' (2021')

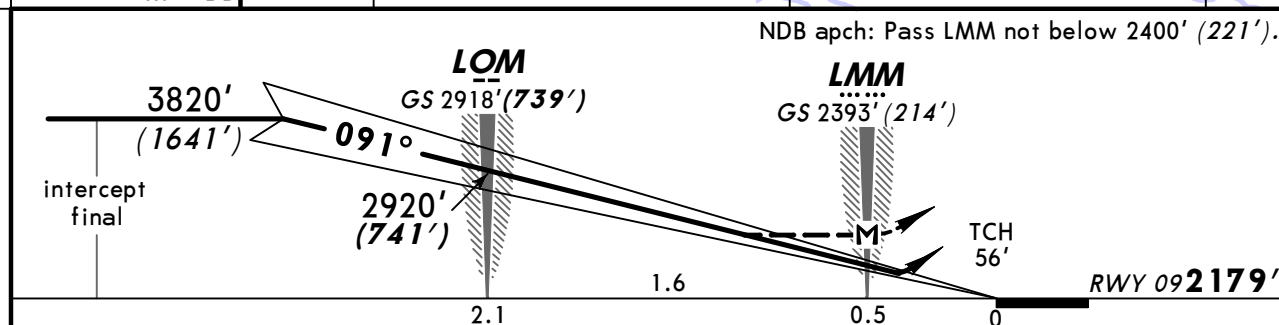
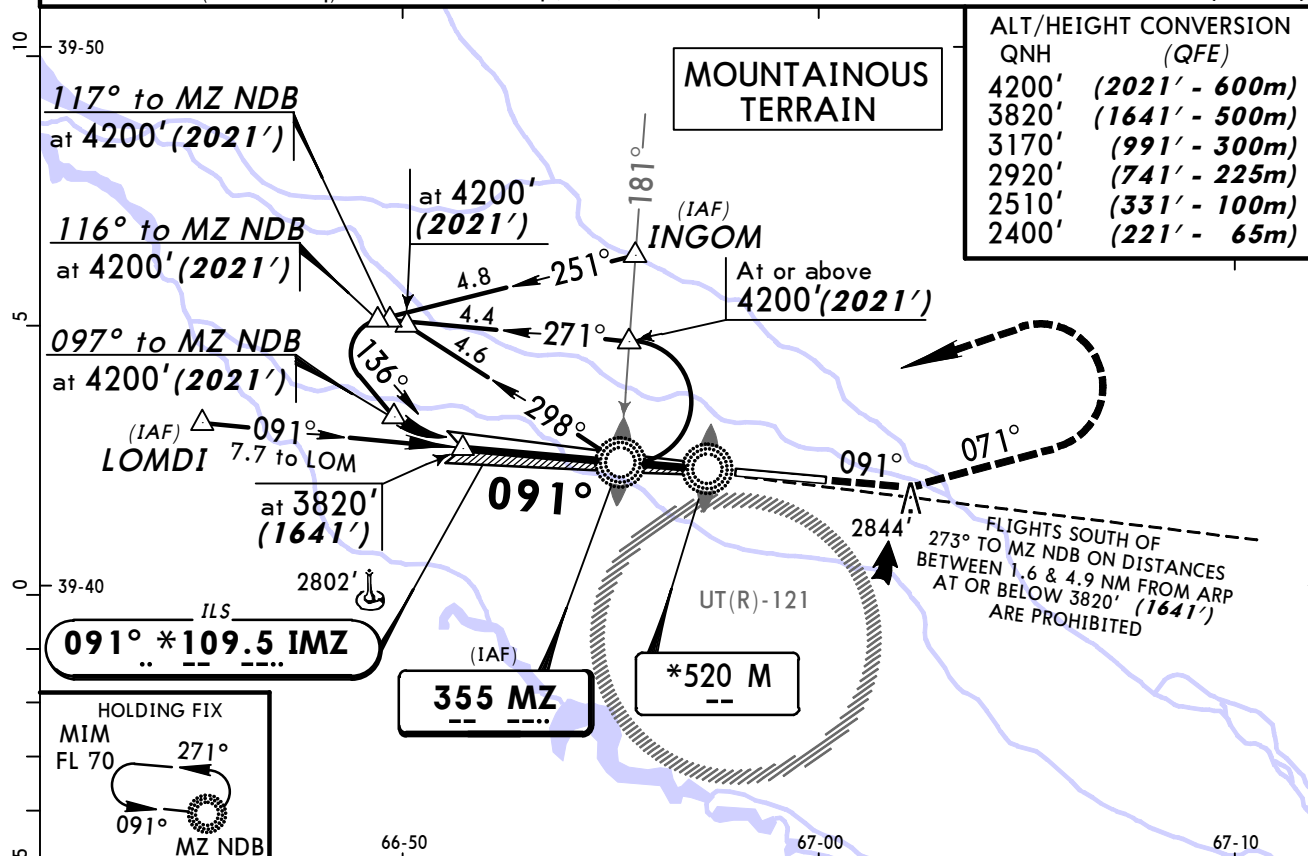


Gnd speed-Kts	70	90	100	120	140	160	HIALS	2510' (331') on 091°	071°	3170' (991')
ILS GS or							PAPI			
NDB Desc angle	3.00°	377	484	538	646	753	861			
MAP at LMM										

ILS		STRAIGHT-IN LANDING RWY 09		NDB		CIRCLE-TO-LAND	
DA(H) 2393'(214')		LOC (GS out)	2 NDB	MDA(H) 2560'(381')		MDA(H) 3170'(991')	
FULL				ALS out		ALS out	
A	see 11-2		NOT AUTH	see 11-2		see 11-2	
B							
C	800m	1200m	NOT AUTH	1700m		5000m	NOT AUTH
D							

ATIS 127.8 Russian only		SAMARKAND Approach 120.8		SAMARKAND Tower 118.7	
LOC IMZ *109.5	Final Apch Crs 091°	GS LOM 2918'(739')	ILS DA(H) 2379'(200')	Apt Elev 2225' RWY 2179'	
NDB MZ 355		Minimum Alt LOM 2920'(741')	2 NDB MDA(H) 2560'(381')		
MISSED APCH: Climb on 091° to 2510' (331'), then turn LEFT onto 071° climbing to 3170' (991'), then turn LEFT to MZ NDB climbing to 4200' (2021'), then according to chart, or as directed.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 4200' (2021')

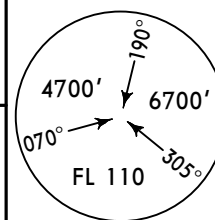


Gnd speed-Kts	70	90	100	120	140	160	HIALS	2510' (331') on 091°	071°	3170' (991')
ILS GS or							PAPI			
NDB Desc angle 3.00°	377	484	538	646	753	861				
MAP at LMM										

ILS		STRAIGHT-IN LANDING RWY 09		NDB		CIRCLE-TO-LAND	
LOC (GS out)		2 NDB		with Radar			
DA(H) 2379'(200')		MDA(H) 2560'(381')		MDA(H) 2840'(661')			
FULL		ALS out		ALS out			
A	800m	1200m	1700m	2500m		A	
B						B	
C	see 11-1		NOT AUTH	see 11-1		C	NOT AUTH
D						D	

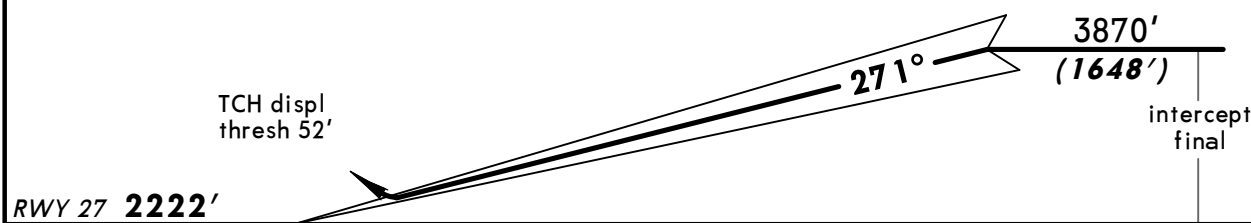
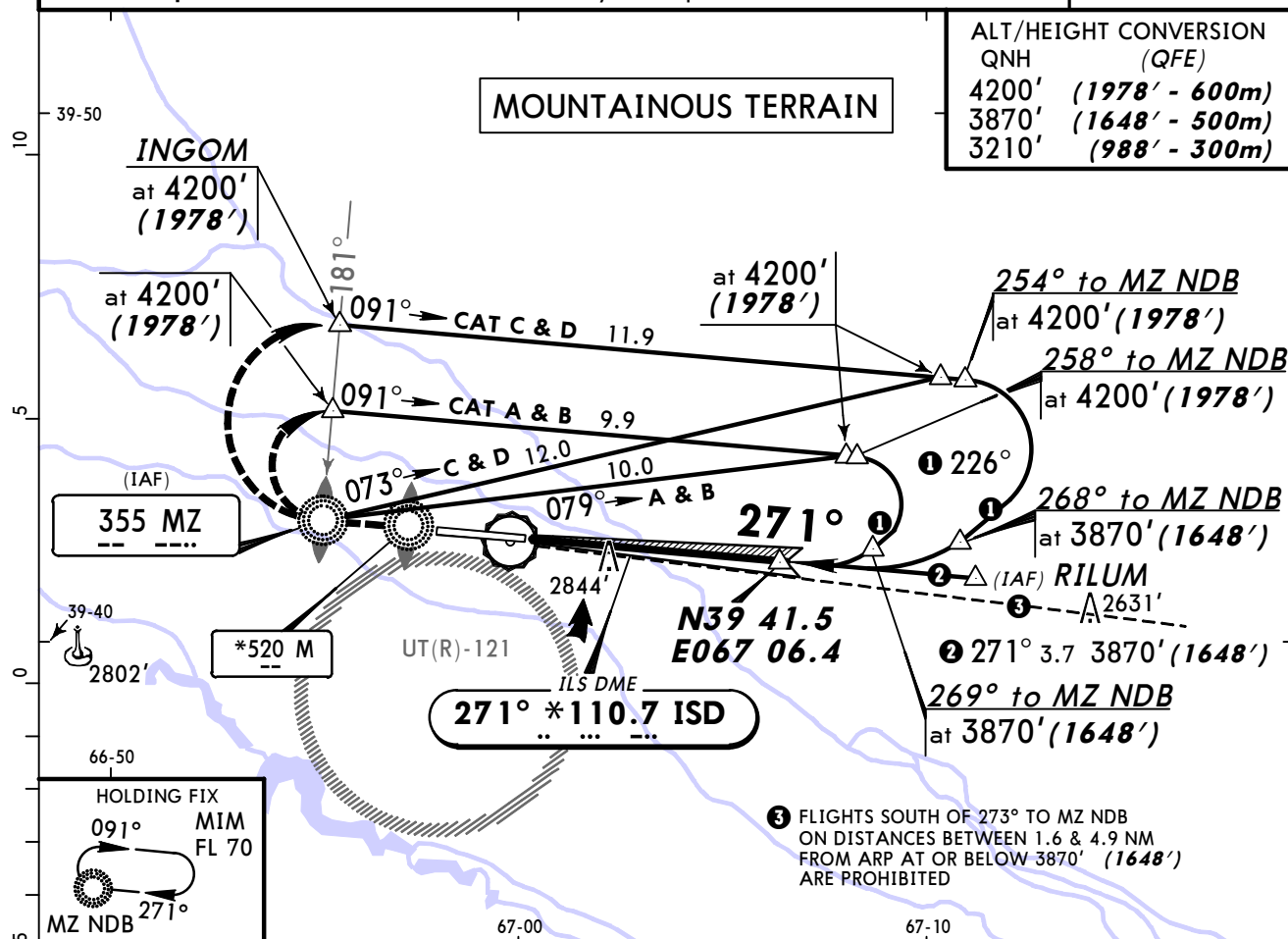
W/o Radar: MDA(H) 3000'(821'), 3000m.

BRIEFING STRIP™



MSA
MZ NDB

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4200'	(1978' - 600m)
3870'	(1648' - 500m)
3210'	(988' - 300m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Gs 3.00°</i>	377	484	538	646	753	861	

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND				
ILS		LOC (GS out)						
DA(H) 3042' (820')								
FULL		ALS out						
A	3500m			NOT AUTHORIZED		A	NOT AUTHORIZED	
B								
C								
D								

PANS OPS

SAMARKAND, (SAMARKAND - UTSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTSS